

Episode 11

Monday, April 5, 2021 8:39 PM

1. What is it?
 - a. Brief description
2. Origin
 - a. Carlos and Morris
 - i. Weird and Weirder?
 - b. Mention other similar experiments
 - i. Diffused Lighting
 - ii. Yehudi Lights
3. Proof?

Philadelphia Experiment

Monday, April 5, 2021 8:41 PM

The **Philadelphia Experiment** is an alleged military experiment supposed to have been carried out by the [U.S. Navy](#) at the [Philadelphia Naval Shipyard](#) in [Philadelphia, Pennsylvania, United States](#), sometime around October 28, 1943. The U.S. Navy [destroyer escort USS Eldridge](#) was claimed to have been rendered [invisible](#) (or [cloaked](#)) to enemy devices.

The story first appeared in 1955, in letters of unknown origin sent to [UFO writer Morris K. Jessup](#). It is widely understood to be a [hoax](#),^{[1][2][3]} the U.S. Navy maintains that no such experiment was ever conducted, that the details of the story contradict well-established facts about USS *Eldridge*, and that the alleged claims do not conform to known [physical laws](#).^[4]

Synopsis

The experiment was allegedly based on an aspect of some [unified field theory](#), a term coined by [Albert Einstein](#) to describe a class of potential theories; such theories would aim to describe — mathematically and physically — the interrelated nature of the forces of [electromagnetism](#) and [gravity](#), in other words, uniting their respective fields into a single field.

According to some accounts, unspecified "researchers" thought that some version of this field would enable using large [electrical generators](#) to [bend light](#) around an object via [refraction](#), so that the object became completely invisible. The Navy regarded this as of military value and it sponsored the experiment.

Another unattributed version of the story proposes that researchers were preparing magnetic and gravitational measurements of the [seafloor](#) to detect anomalies, supposedly based on Einstein's attempts to understand gravity. In this version, there were also related secret experiments in [Nazi Germany](#) to find [anti-gravity](#), allegedly led by [SS-Obergruppenführer Hans Kammler](#).

There are no reliable, attributable accounts, but in most accounts of the supposed experiment, [USS Eldridge](#) was fitted with the required equipment at the [Philadelphia Naval Shipyard](#). Testing began in the summer of 1943, and it was supposedly successful to a limited extent. One test resulted in *Eldridge* being rendered nearly invisible, with some witnesses reporting a "greenish fog" appearing in its place. Crew members complained of severe [nausea](#) afterwards. Also, reportedly, when the ship reappeared, some sailors were embedded in the metal structures of the ship, including one sailor who ended up on a deck level below than where he began and had his hand embedded in the steel hull of the ship, as well as some sailors who went "completely [banana](#)".^{[5][6]} There is also a claim the experiment was altered after that point at the request of the Navy, limiting it to creating a [stealth technology](#) that would render [USS Eldridge](#) invisible to radar.^[citation needed] None of these allegations have been independently substantiated.

The conjecture then claims that the equipment was not properly [re-calibrated](#), but that in spite of this, the experiment was repeated on October 28, 1943. This time, *Eldridge* not only became invisible, but it disappeared from the area in a flash of blue light and [teleported](#) to [Norfolk, Virginia](#), over 200 miles (320 km) away. It is claimed that *Eldridge* sat for some time in view of men aboard the ship [SS Andrew Furuseth](#), whereupon *Eldridge* vanished and then reappeared in [Philadelphia](#) at the site it had originally occupied. It was also said that the warship went approximately ten minutes back in time.

Many versions of the tale include descriptions of serious side effects for the crew. Some crew members were said to have been physically fused to bulkheads while others suffered from mental disorders, some re-materialized inside out, and still others vanished. It is also claimed that the ship's crew may have been subjected to [brainwashing](#), to maintain the secrecy of the experiment.

From <https://en.wikipedia.org/wiki/Philadelphia_Experiment>

How the Philadelphia Experiment Worked



The [USS Eldridge](#) (seen in 1944) was allegedly the site of some U.S. Navy experiments in time travel. NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

It was the summer of 1943, two years into the United States' involvement in World War II, and a bloody sea battle was raging between American destroyers and the famed U-boat submarines of the Nazis. In the Philadelphia Naval Shipyard, a newly commissioned destroyer called the [USS Eldridge](#) was being equipped with several large generators as part of a top-secret mission to win the Battle of the Atlantic once and for all.

Rumor aboard the ship was that the generators were designed to power a new kind of magnetic field that would make the warship invisible to enemy [radar](#). With the full crew on board, it was time to test the system. In broad daylight, and in plain sight of nearby ships, the switches were thrown on the powerful generators, which hummed into action.

What happened next would baffle scientists and fuel decades of wild speculation. Witnesses describe an eerie green-blue glow surrounding the hull of the ship. Then, instantaneously and inexplicably, the *Eldridge* disappeared. Not just invisible to radar, but gone — vanished into thin air!

Hours later, there were reports of the *Eldridge* appearing in the Norfolk Naval Shipyard in Virginia, before reappearing just as suddenly back in Philadelphia. According to classified military reports, members of the *Eldridge* crew suffered from terrible burns and disorientation. Most shockingly, a few crewmen were found partially embedded in the steel hull of the ship, still alive, but with legs or arms sealed to the deck.

So goes the story of the Philadelphia Experiment, perhaps the most famous and widely retold example of secret government experiments with [teleportation](#) and time travel. More than 70 years later, despite the absence of any physical evidence or corroborating testimony, the Philadelphia Experiment survives as "fact" in the minds of amateur paranormalists and conspiracy theorists.

To understand how the Philadelphia Experiment really worked, we must learn about the men who first brought the closely guarded secret to light, explore the suspicious government response to their revelations and get a very different version of the story from a surviving crewmember of the *Eldridge*.

'Call Me Carlos': A Conspiracy Is Born



In a 1951 ceremony at the Boston Naval Shipyard, Massachusetts, the [USS Eldridge](#) (DE-173) was transferred to the Royal Hellenic Navy.

U.S. DEPARTMENT OF STATE

Almost everything that we "know" about the Philadelphia Experiment and the alleged teleportation of the [USS Eldridge](#) emerged from the mind and pen of a colorful character named Carl M. Allen, better known by his pseudonym Carlos Miguel Allende.

In 1956, Allende sent the first of over 50 handwritten letters to the author and amateur astronomer Morris K. Jessup, who a year earlier had published a self-researched book called "The Case for the

The Philadelphia Experiment is an event during 1943 in which the United States Navy purportedly teleported a Navy destroyer escort, the [USS Eldridge](#) (DE 173), from Philadelphia to Norfolk. They also made it invisible — as in, to the naked eye. Most people believe the incident was either a hoax or the ravings of a lunatic, however, some still believe that it may have really occurred and that there is a large conspiracy to cover it up. What is interesting is that the tale of the Philadelphia Experiment has made it into the annals of American legend. So, what's the real story?



USS Eldridge. Source: Wikimedia Commons.

The Philadelphia Experiment

The story of the Philadelphia Experiment begins in October of 1943 in Norfolk, Virginia, though the story did not turn up until more than ten years later. Purportedly, some men aboard the [SS Andrew Furuseth](#) saw a ship spontaneously appear in the water in Norfolk on October 28. The story goes that it came from Philadelphia, Pennsylvania. The destroyer had first disappeared and then it instantaneously teleported to Norfolk. The disappearance and the teleportation were apparently two different functions of the experiment. In other words, the disappearance was not the result of the teleportation, but rather came before it.



Norfolk Naval base in 1942. Image: Public domain.

Once the [USS Eldridge](#) reached Norfolk, it was clear something went wrong. Some of the men had disappeared during the trip. Others had gone mad. Some kept becoming invisible and then regaining their forms. Others still had become fused — yes, fused — with the ship in various ways. Perhaps that is why no U.S. ships currently have invisibility cloaks and teleportation devices. It could also be that the story is completely false.

Carlos Allende's Claims

The story of the Philadelphia Experiment comes from a man named Carl Allen or "Carlos Allende," his pseudonym. Carlos wrote a detailed description of the event, along with claims he was a witness aboard the [SS Andrew Furuseth](#) when the [USS Eldridge](#) arrived in Norfolk, Virginia. He sent the description to the U.S. Navy's Office of Naval Research. The public got hold of the story and it took off, despite the many unlikely events described in the letter.



USS Eldridge underway. Image: Public domain.

Carlos Allende wrote that the Philadelphia Experiment was made possible by Einstein's "unified field theory." Einstein supposedly told Carlos all about it himself. This is not direct proof that the story is a mere myth, but it does lend a bit to the crazy factor of the claims. Firstly, it is common for such myths to borrow from the genius and fame of great scientists. Oftentimes, it is easy to refute these myths because the works of great men are typically followed closely. There is no evidence that Einstein ever met Carlos Allende and there is no evidence that his work resulted in disastrous teleportation.

Evidence to the Contrary

The [USS Eldridge](#), like most other Navy ships, especially in war times, had a thorough log of where it had been in October of 1943 and the months around it. These logs are currently public information. According to them, the ship was nowhere near Philadelphia in October 1943. The [SS Andrew Furuseth](#) was also not in Norfolk at any time the *Eldridge* was present. Furthermore, William S. Dodge, the man in command of the boat at the time of the Philadelphia Experiment, later said that neither he nor any of his crew saw anything strange in Norfolk, Virginia.

After receiving the odd information, the Office of Naval Research conducted an investigation. They did not find any evidence that the U.S. Navy was conducting experiments in teleportation. Of course, rendering ships invisible or stealthy is always an interest, but that pertains to radar, not to the human eye. As far as the U.S. Navy is concerned, no such technology exists.

Morris K. Jessup, who a year earlier had published a self-researched book called "The Case for the UFO" [source: [Vallee](#)]. In his letters, Allende criticized Jessup's naive understanding of unified field theory, which Allende claimed to have been taught by [Albert Einstein](#) himself. A **unified field theory**, which has never been proven (by Einstein or anyone else), attempts to merge the forces of gravity and **electromagnetism** into one fundamental field [source: [Sutton](#)].

To prove that a unified field theory existed, Allende offered Jessup his eyewitness account from a nearby ship of the disappearance of the **Eldridge** from the Philadelphia Naval Yard in 1943. Carlos Allende's letter to Morris Jessup, which explains how the U.S. military used Einstein's revelations to teleport an entire naval destroyer and its crew, registered the first ever mention of the Philadelphia Experiment. No other witnesses from the crew of the Eldridge or nearby ships had come forward in the 13 years since the alleged event.

Jessup attempted a serious investigation of Allende's claims, but grew frustrated with the mysterious letter writer's inability to produce physical evidence. Jessup was ready to drop the investigation entirely when he was contacted by two officers from the Navy's Office of Naval Research (ONR) in 1957 [source: [Vallee](#)].

According to an information sheet published by the ONR, the two officers were responding to a strange package that they received in 1956. It contained a copy of Jessup's UFO book annotated by handwritten notes claiming advanced knowledge of physics that linked extraterrestrial technology to breakthroughs in unified field theory [source: [ONR](#)].

Although the scrawled notes were meant to look like they came from three different authors (at least one, perhaps, an alien), Jessup instantly recognized the handwritings as all belonging to Carlos Allende. For unexplained reasons, the ONR officers published 127 copies of the annotated book using a Texas military contractor named Varo Manufacturing. Transcribed copies of the so-called "Varo editions" — whether real or forged — would become prized collector's items for conspiracy theorists [source: [Vallee](#)].

Sadly, Jessup's story took a tragic turn. Injured in a car accident and split from his wife, Jessup committed suicide in 1959. Carlos Allende lived until 1994, sporadically sending letters to anyone who would listen to his fantastical tale of the Philadelphia Experiment [source: [Vallee](#)].

The 'Real' Philadelphia Experiment

For decades, Carlos Allende (aka Carl Allen) was the sole "witness" of the allegedly supernatural events surrounding the 1943 Philadelphia Experiment. Carlos claimed to have been stationed on the SS Andrew Furuseth, a vessel docked in the Philadelphia Naval Shipyard with a clear view of the Eldridge when it disappeared.

Much later, after the release of the 1984 film "The Philadelphia Experiment," a man named Al Bielek came forward claiming to have personally taken part in the secret experiment, which he had been **brainwashed** to forget. Only after seeing the movie in 1988 did his repressed memories come flooding back [source: [Vallee](#)].

Despite the insistent (and constantly evolving) claims of both men, it was the testimony of a third witness that ultimately shed some light on what may have really happened in Philadelphia during that wartime summer of 1943.

In 1994, French-born astrophysicist and ufologist Jacques F. Vallee published an article in the Journal of Scientific Exploration titled "[Anatomy of a Hoax: The Philadelphia Experiment Fifty Years Later](#)." In writing a previous article about the Philadelphia Experiment, Vallee asked readers to contact him if they had further information about the alleged event. That's when Vallee received a letter from Edward Dudgeon, who served in the U.S. Navy from 1942 to 1945.

Dudgeon had served on the USS Engstrom, which was dry-docked in the Philadelphia Naval Yard during the summer of 1943 [source: [Vallee](#)]. Dudgeon was an electrician in the Navy and had full knowledge of the classified devices that were installed on both his ship and the Eldridge, which he said was there at the same time.

Far from being teleportation engines designed by Einstein (or [aliens](#)), the devices enabled the ships to scramble their magnetic signature using a technique called **degaussing**. The ship were wrapped in large cables and zapped with high-voltage charges. A degaussed ship wouldn't be invisible to radar, but would be undetectable by the U-boats' magnetic torpedoes.

Dudgeon was familiar with the wild rumors about disappearing ships and mangled crewmen, but credited the fabrications to loose sailor talk about "invisibility" to torpedoes and the peculiarity of the degaussing process. The "green glow" was probably due to an electric storm or St. Elmo's Fire. As for the Eldridge's mysterious appearance in Norfolk and sudden return to Philadelphia, Dudgeon explained that the Navy used inland canals — off-limits to commercial vessels — to make the trip in six hours rather than two days [source: [Vallee](#)].

In another turn of events, the [Philadelphia Inquirer](#) reported in 1999 on a reunion of sailors who served on the USS Eldridge in Atlantic City. The sailors said the ship never docked in Philadelphia. Indeed, it was in Brooklyn on its supposed date of disappearance. The ship's log confirmed this. Further, the captain said no experiments were ever conducted on the vessel.

Despite the differing accounts, both Dudgeon and the Eldridge crew confirm that nothing otherworldly happened on the ship. Yet, people continue to believe otherwise. We'll look at some reasons why the hoax has endured for more than 70 years.

The Fate of the USS Eldridge

In 1951, the U.S. transferred the ship to Greece where it was renamed the HS Leon and used in joint exercises between the two countries during the Cold War. It was eventually sold for scrap in the 1990s. A very ignoble end [source: [Veronese](#)].

The Philadelphia Experiment Today

Despite its near universal debunking as a hoax, the Philadelphia Experiment endures as a paranormal cultural landmark.

The 1984 movie — based loosely on Carlos Allende's original narrative — was hardly an Oscar contender, but its '80s-era special effects were good enough to plant some indelible images in the moviegoer's mind. One particularly graphic scene near the end of the film depicts a badly burned crewmember writhing on the deck of the Eldridge with half of his body swallowed up in steel.

In his article explaining the stickiness of the Philadelphia Experiment myth, Jacques F. Vallee theorizes that powerful imagery is key to the success of any long-lived [hoax](#). Like the debunked "surgeon's photo" of the Loch Ness Monster or the doctored pictures of the Cottingley fairies, it was the clear mental images of a disappearing ship and the mangled crewmen that helped capture the public's imagination.

The plausibility of the Philadelphia Experiment story is also fortified by a general mistrust of the military and the federal government, which have admitted to carrying out unethical experiments on their own soldiers and citizens. The claims are lent further legitimacy by invoking the names of brilliant scientists like Einstein and associating the secret technology with a scientific theory that remains just out of reach.

Though the [ONR](#) said it has never conducted experiments on invisibility and that such experiments could only happen in science fiction, true believers think this is one more case of the government performing a cover-up.

Even as more evidence has emerged about the true identity of Carlos Allende — a charismatic drifter with a host of mental problems — the Philadelphia Experiment refuses to die. It has even spawned a related myth called the Montauk Project. In this version, set at an Air Force base in the 1980s, the government built on the success of the Philadelphia Experiment to "manipulate the flow of time" [source: [Vallee](#)].

For lots more information about unexplained phenomena and contagious [conspiracies](#), check out the related HowStuffWorks articles on the next page.

Future Events

Fast forward to 1984. The movie, "The Philadelphia Experiment," emerged. In the movie, two men stationed on a ship travel forward in time after an experiment to make the ship "invisible" to radar goes terribly awry. The image of a sailor's body partially melted into the deck of the ship burned into the public's psyche, and it would contribute to the persistence of the urban legend.



A poster for the 1984 movie *The Philadelphia Experiment*.

In 1994, Jacques F. Vallee wrote an article about the Philadelphia Experiment. He had written about it before and, at that time, had requested that anyone who might have more information contact him. Someone did. Edward Dudgeon had served as an electrician in the Navy between 1942-1945 on the USS Engstrom. He said the Engstrom was in Philadelphia during the summer of 1943. The nature of his job allowed him access to the classified nature of the equipment aboard his ship and the USS Eldridge. Dave Roos of *How Stuff Works* [discusses](#) Dudgeon's explanation in his article, "How the Philadelphia Experiment Worked".

Far from being teleportation engines designed by Einstein (or aliens), the devices enabled the ships to scramble their magnetic signature using a technique called **degaussing**. The ship[s] were wrapped in large cables and zapped with high-voltage charges. A degaussed ship wouldn't be invisible to radar but would be undetectable by the U-boats' magnetic torpedoes.

Story of One Mad Mind?

So, there is no proof of Einstein's connection to a naval project aimed at the invisibility of solid objects and teleportation. There is no evidence that Carlos Allende met Einstein or that Einstein developed such technology. However, evidence contrary to the USS Eldridge's alleged presence in Philadelphia and Norfolk on October 28, 1943, does exist. And there are counterclaims to Allende's that others witnessed the event. No proof exists apart from the writings of Carlos Allende that supports the legend of the Philadelphia Experiment.

From <<https://www.historicmysteries.com/the-philadelphia-experiment/>>

From <<https://people.howstuffworks.com/philadelphia-experiment.htm>>

Origin

Monday, April 5, 2021 8:42 PM

In 1955 UFO researcher [Morris K. Jessup](#), the author of the just published book *The Case for the UFO*, about [unidentified flying objects](#) and the exotic means of [propulsion](#) they might use, received two letters from Carlos Miguel Allende^[5] (who also identified himself as "Carl M. Allen" in another correspondence) who claimed to have witnessed a secret [World War II](#) experiment at the [Philadelphia Naval Shipyard](#). In this experiment, Allende claimed the destroyer escort [USS Eldridge](#) was rendered invisible, teleported to [New York](#), teleported to another dimension where it encountered aliens, and teleported through time, resulting in the deaths of several sailors, some of whom were fused with the ship's hull.^[6] Jessup dismissed Allende as a "crackpot".^[6]

In early 1957 Jessup was contacted by the [Office of Naval Research](#) (ONR) in [Washington, D.C.](#), who had received a parcel containing a paperback copy of *The Case for the UFO* in a manila envelope marked "Happy Easter." The book had been extensively annotated in its margins, written with three different shades of pink ink, appearing to detail a correspondence among three individuals, only one of whom is given a name: "Jemi." The ONR labelled the other two "Mr. A." and "Mr. B." The annotators referred to each other as "[Gypsies](#)" and discussed two different types of "people" living in [outer space](#). Their text contained [non-standard](#) use of [capitalization](#) and [punctuation](#), and detailed a lengthy discussion of the merits of various elements of Jessup's [assumptions](#) in the book. There were oblique references to the Philadelphia Experiment (one example is that "Mr. B." reassures his fellow annotators who have highlighted a certain theory which Jessup advanced).^[7] Based on the [handwriting style](#) and subject matter, Jessup concluded a large part of the writing was Allende's,^[8] and others have the same conclusion, that the three styles of annotations are from the same person using three pens.^[8]

According to Allende/Allen, officers at the ONR convinced the navy to fund a 1958 small printing of 25-100 copies of the volume by the Texas-based Varo Manufacturing Company, which later became known as the "Varo edition".^{[9][10]}

Jessup tried to publish more books on the subject of UFOs, but was unsuccessful. Losing his publisher and experiencing a succession of downturns in his personal life led him to take his own life in Florida on April 30, 1959.^{[6][11]}

In 1963 [Vincent Gaddis](#) published a book of [Forteana](#), titled *Invisible Horizons: True Mysteries of the Sea*. In it he recounted the story of the experiment from the Varo annotations.

George E. Simpson and Neal R. Burger published a 1978 novel titled *Thin Air*. In this book, set in the present day, a [Naval Investigative Service](#) officer investigates several threads linking wartime invisibility experiments to a [conspiracy](#) involving [matter transmission](#) technology.

Large-scale popularization of the story came about in 1979 when the author [Charles Berlitz](#), who had written a best selling book on the [Bermuda Triangle](#), and his co-author, [ufologist William L. Moore](#), published *The Philadelphia Experiment: Project Invisibility*, which purported to be a factual account.^[12] The book expanded on stories of bizarre happenings, lost [unified field theories](#) by [Albert Einstein](#), and government [coverups](#), all based on the Allende/Allen letters to Jessup.^[13]

Moore and Berlitz devoted one of the last chapters in *The Philadelphia Experiment: Project Invisibility* to "The Force Fields Of Townsend Brown," namely the experimenter and then-U.S. Navy technician [Thomas Townsend Brown](#). Paul LaViolette's 2008 book *Secrets of Antigravity Propulsion* also recounts some mysterious involvement of Townsend Brown.

The story was adapted into a 1984 [time travel film](#) called *The Philadelphia Experiment*, directed by [Stewart Raffill](#). Though only loosely based on the prior accounts of the "Experiment", it served to dramatize the core elements of the original story. In 1990, Alfred Bielek,^{[12][13]} a self-proclaimed former crew-member of [USS Eldridge](#) and an alleged participant in the Experiment,^[14] supported the version as it was portrayed in the film. He added details of his claims through the Internet, some of which were picked up by mainstream news outlets.^[15]

From <https://en.wikipedia.org/wiki/Philadelphia_Experiment>

Carlos Miguel Allende or Carl Meredith Allen or..

The whole story of the Philadelphia Experiment stems from [Carl M. Allen's letters](#) to the astronomer, researcher, and writer [Morris K. Jessup](#). Carl provided most of the "facts" that are still used in books today, for example; The name of the test ship, the location, and date of the experiment, etc. With most of the "facts" coming from one individual (and later being "confirmed" by others) one begins to wonder who is Carl Allen and is he of sound mind.

Carl Allen or Allende (pronounced Aye-enday) was born on May 31, 1925, in the small Pennsylvania town of Springdale. Carl was the youngest of four children, three brothers Donald, Frank, and Randolph, and one sister Sarah. His father Harold Allen was Irish and his mother was part French. He quit school at the age of nine, and on July 14, 1942, he joined the Marine Corps, and was later discharged on May 21, 1943. Carl enlisted in the Merchant Marine in July 1943 and served on the S. S. Andrew Furuseth from August 16, 1943, till late January 1944. Allen served on 27 different ships in total before he left the service in October 1952. [\[1\]](#) Carl has used many aliases over the years; Carl Meredith Allen and Carlos Miguel Allende, Carl Michael Allen, Colonel Carl M. Allen, Carl Christopher Allen, Senior Professor and Colonel Carlos Miguel Christoforo Allende. Carl even wrote Werner von Braun in the '70s as Dr. Karl Merditt Allenstein.

"There is something in October sets the gypsy blood astir." [\[2\]](#)



Carl M. Allen – 1925~1994

Carl has been described in many books and texts as a wandering "Gypsy." (also Carl's mother was referred to as a Gypsy.) Although his lifestyle may conform to the ideals of a Gypsy, he has no real Gypsy heritage in his family. While at one of Mr. Jessup's lectures, Carl Allen heard Jessup impress upon his audience the urgent need for some type of Government-sponsored research program in a basic study of gravity, beginning with continued research into Dr. Albert Einstein's Unified Field concept. When Allen heard this he felt he had to write to Mr. Jessup (the [first letter](#) arrived on January 13th, 1956), describing that such research was already "horribly" complete. He described in detail a Naval experiment involving optical invisibility and teleportation. Carl Allen provided much more information than the typical model of a "hoaxer." Carl left his Sailor's ID number (Z416175) at the bottom of one of his letters to Mr. Jessup. After a check of this ID, Carl's "Certificate of Seaman's Service" was found. It had been signed by William B. Durham, Commander, USCG (United States Coast Guard), Chief, Merchant Vessel Personnel, Records and Welfare Division. This certificate confirmed that Carl was a sailor and had served on the S. S. Andrew Furuseth in 1943 (within the same time frame as the alleged experiment.)

Not long after Allen's [correspondence with Jessup](#), some interest in the matter was shown by a few Naval officers, who wanted to know more and decided to seek out this "Carlos Allende" and perhaps inquire more details from him of the secret ship experiment he had evidently witnessed. The reason for the Naval officers' involvement was that a copy of Morris Jessup's book *The Case for the UFO* had been mailed anonymously to one of the officers. The book had been heavily hand-annotated in the margins, throughout the book, in three different inks and styles; the marginal notes were evidently supposed to be a running commentary by three individuals who seemed to display extraordinary knowledge of things scientific, cosmic, and esoteric. In brief, one got the impression that some of the writers were "not of this world" but from a superior, extraterrestrial race. What concerned the Navy men most was that mention was made of a strange and secret experiment that was supposed to have taken place aboard ship in 1943. The experiment got out of control, it was said, and was disastrous for the crewmen on board. Magnetic force fields had been employed, and more than just radar invisibility had occurred. The Navy men were intrigued. Could there be any truth to this? They decided to find Allende and see. [\[3\]](#)



House where Carl Allen Grew Up

All attempts by the Navy to locate Carlos Allende in 1956, failed. [\[4\]](#) In the 1960's several "fake" Allendes turned up offering to sell the whole story if the price was right. By this time the story had spread into the "fringe science" and "ufology" groups; the sudden appearance of all the fake Allendes caused some to doubt if there even was a real person named Carlos Allende. As the years passed Allen became bitter at the unwanted publicity of his letters, and the simple fact that everyone but him was profiting from his story. In 1969, to "get back at them all," he handed Jim Lorenzen of A.P.R.O. (Aerial Phenomenon Research Organization) a copy of the *Varo Edition* (of Morris Jessup's book, *The Case for the UFO*) with the following "confession" attached to the second page of the Appendix:



Carl Allen 1969 / APRO

"All words, phrases, and sentences underlined on the following pages in brown ink are false. The below page and the top part of the following [\[5\]](#) were and are the craziest pack of lies I ever wrote. Object? To encourage ONR Research and to discourage Professor Morris K. Jessup from going further with investigations possibly leading to actual research. Then I feared invisibility and force-field research; I don't now." [\[6\]](#)

"Allen still believes... that a U.S. vessel... disappeared from its Philadelphia dock and reappeared seconds later in the Norfolk-Portsmouth area, then disappeared again to appear once more in its original berth." – Jim Lorenzen of A.P.R.O.
Carl Allen described his experience from the foredeck of the S.S. Furuseth where he was standing watch. He states that the disappearance of the DE-173 occurred between 17:05 and 17:20 hours on, the 27th or, more likely, the 28th or 29th of October 1943. Allen watched the gradual disappearance of the destroyer escort (just a short distance away and nearly alongside the Furuseth); his narration is as follows:



CARLOS ALLENDE

aka: Carl M. Allen, Carl Meredith Allen, Carlos Miguel Allende
Disinformation agent.



Described as a highly intelligent but nonetheless mentally ill itinerant. Claimed to be a witness to the so-called [Philadelphia Experiment](#). Correspondent of [Morris Jessup](#), writing to him about the horrible experiment, and suggesting that UFOs were using the same forces. Eventually, Jessup dismissed him as a crank. But in 1957, he was told (by two Navy officers) that Allende had extensively annotated Jessup's book [The Case for UFOs](#) with weird commentary about time travel, electromagnetic forces and moving ships around. The Office of Naval Research even took the trouble to re-print this annotated version, which is known as the infamous *Varo Edition*. A PDF of [the Varo Edition](#) is available in the Obscurantist [Library](#). After this revelation, Jessup feared that there was something to what Allende had told him. Jessup also said he was plagued by what he called strange coincidences. Two years later, Jessup would be found asphyxiated in his car, an apparent suicide. "Carlos Allende" was also a correspondent of [Jacques Vallee](#). (Revelations, 198-208)

From <<https://obscurantist.com/oma/allende-carlos/>>

S.S. Andrew Furuseth

"What occurred next? What did I observe next? I looked at the thin air where once had lain, and I could see, from the hull impression [in the ocean], the impression of the weight of the entire ship upon its bottom hull — that this impression, this weight, was causing an impression to be pushed, still, yet, down into the water as the DE sailed along, quite invisible, not visible to the human eye — I repeat, human eye — but there it sailed along making that impression, and that was the only evidence there was a solid, heavy, ship-shaped object of, at least, extreme transparency if not absolutely and totally invisible laying in that water propelling itself along at a normal speed, and then it scooted off and resumed patrol" — Carl Allen [7]

In 1980 Robert A. Goerman did some research into the PX for an [article he was writing for FATE magazine](#). Goerman's conclusion after talking to Harold Allen (Carl's father) and looking over some family documents was that:

"Carlos loves to play games with those foolish enough to play audience..." in a letter to his parents, [Carl admits annotating Jessup's book by himself](#). [8]

In 1983 Carl Allen turned up in Boulder, Colorado. He also wrote to Jacques Vallee between 1967 and 1968. Allen offered to sell his acquired information, including a special copy of the [Varo Edition](#) (which he has since entered more notes into) for the "reduced" sum of \$1,950. Here are some of his statements to Dr. Vallee; the first letter arrived in October 1967 from Monterrey, Mexico, the second is postmarked Minneapolis:

"After this tremendous explosion my hair came out in bunches in my comb and I observed the same result in other Deck-crew members..." [9]

The above statement is interesting, and certainly resembles the effects of poisoning by nuclear radiation. Yet we have no evidence that Allen was ever exposed to any dose of radiation massive enough to cause his hair to fall out (he certainly seems to have grown it back to a normal pattern for an older man by the time photographs of him began to appear in the late 1980's), nor has anyone said he needed prolonged treatment, such as chemotherapy, for any later development of cancer, etc. With this we began to wonder if the Philadelphia Experiment was a cover-up for some sort of *nuclear incident* in the Philadelphia Naval yard. What follows is an interview with an elderly scientist; we will refer to him as Dr. Frank Syan.

A.H. "I have been doing some research into the Philadelphia experiment that has been written up in many books..."

F.S. "which one"

A.H. "The story of a ship.. the U.S.S. Eldridge being rendered invisible to the eye or radar."

F.S. "yeah.. yeah.. I think I have heard about it."

A.H. "You were interviewed about the Manhattan Project?"

F.S. "Well yeah..."

A.H. "When talking to another individual about Roswell, the subject of the Philadelphia Experiment of 1943 came up. At that point he could not remember exactly what you said in regards to the Experiment and possibly an accident... So I was just wondering if something might have happened back then that the government might have tried to cover up to some degree... disinformation..."

F.S. "There was an accident in Philadelphia in 1944, but not 43. In September of 1944 there was an explosion at a pilot plant.. and uh.. two people were killed and several injured... and because of security at that time I think it was covered up."

So what we learned is that there was a "accident" late in 1944 but not 1943. (Not to be ruled out is the distinct possibility (some would say "probability") that the PX story as it has come down to us is a carefully crafted piece of *disinformation*, orchestrated via psychological warfare techniques by whatever military/government agency has seen fit to promote it, either as a cover-up for something that happened at Philadelphia during WW2 or for other, more obscure reasons.) To continue to quote Carl Allen:

"I Watched it, saw it, observed its birth, growth, action and reaction upon the vehicle to which the super-field was being applied: I smelled it... my mouth tasted the ozone odor of it and my ears heard the sizzling-hum of its surrounding electrical envelope." — Carl Allen [10]

The following is a part of Carl Allen's statement to Bill Moore:



Carl Allen aka Carlos Miguel Allende, 1977

"I actually shoved my hand, up to the elbow, into this unique force field as that field flowed, surging powerfully in a counter clockwise direction around the little experimental Navy ship, the DE 173. I felt the...push of that force field against the solidness of my arm and hand outstretched into its humming-pushing-propelling flow.

I watched the air all around the ship... turn slightly, ever so slightly, darker than all the other air... I saw, after a few minutes, a foggy green mist arise like a thin cloud. this must have been a mist of atomic particles. I watched as thereafter the DE 173 became rapidly invisible to human eyes.

...in trying to describe the sounds that force field made as it circled around the DE 173... it began as a humming sound, quickly built up... to a humming whispering sound, and then increased to a strongly sizzling buzz — rushing torrent...

The field had a sheet of pure electricity around it as it flowed... flow was strong enough to almost knock me completely off balance and had my entire body been within that field, the flow would of a most absolute certainty knocked me flat... on my own ship's deck. As it was, my entire body was not within that force field when it reached maximum strength- density... I was not knocked down but my arm and hand only pushed backward with the field's flow.

...Naval ONR scientists today do not yet understand what took place that day. They say the field was 'reversed'. Scientific history, I later came to realize, was made for the first time that day." — Carl Allen [11]

In his [first letter](#) Carl Allen wrote to Mr. Jessup:

"The "result" was complete invisibility of a ship, Destroyer type, and all its crew, While at Sea (Oct. 1943) The Field Was effective in an oblate spheroidal shape, extending one hundred yards (More or Less, due to Lunar position & Latitude) out from each beam of the ship." — Carl Allen [12]

In his [third letter](#) (May 25, 1956) Carl Allen wrote to Mr. Jessup:

"I can be of some positive help to you in myself but to do so would require a Hypnotist, Sodium Pentothal, a tape recorder & an excellent typist-secretary in order to produce material of Real value to you."

"As you know one who is hypnotized cannot Lie and one who is both hypnotized AND given "Truth serum" as it is colloquially known COULD NOT POSSIBLY LIE, AT ALL. To boot, My Memory would be THUS enabled to remember things in such great detail, things that my present consciousness cannot recall at all, or only barely and uncertainly that it would be of far greater benefit to use hypnosis. I could thus be enabled to not only Recall COMPLETE Names, but also addresses & telephone numbers AND perhaps the very important Z numbers of those sailors whom I sailed with them or even came into contact with."



Sodium Pentothal-Truth Serum

Sodium Pentothal was discovered in the 1922 but not well known, the Navy starting to investigate its uses in 1947, so I just wonder how common knowledge it was in 1956 when Carl wrote his letters to Jessup. Did Carl have some first-hand knowledge of these substances from Navy run experiments, or only "read" about them somewhere?

In 1947, the U.S. Navy launched [Project Chatter](#) (1947–1953) and tested drugs for interrogation. Which included experiments with mescaline, a hallucinogenic drug derived from the peyote cactus (with effects similar to LSD). Mescaline was studied as a possible speech-inducing agent after the Navy learned that Nazi doctors at the Dachau concentration camp had used it in mind-control experiments.

Years later in a written interview, Carl was asked "Would you still be willing to be hypnotized to bring out buried information from your subconscious about: The Invisibility Experiment, Your meeting with Einstein and Jessup, etc..."

Carl Responded with three written words all in CAPS;

"NOT WILLING, NO."

There is a good timeline of pharmaceuticals and government projects on [Erowid](#).

While Carl Allen was still alive I tried to locate him. My first lead on Carl's whereabouts was a letter he had written from a VA Hospital, in

Greeley. Unfortunately, Greeley does not have a real VA Hospital, but a 30 VA Temporary shelter. I checked with other care-homes in the Greeley area and found the most probable one "The Villa," unfortunately the most helpful attendant that had been working there for some time, did not remember the name. He searched the records, and no match was found. My experiences while performing research on Carl revealed a somewhat depressing reality. All the stories I received were of the same flavor. Bob Warth of Pursuit magazine talked at length with me, in regards to one of his meetings with Carl.

"Carl showed up at our doorstep (on July 16th, 1977) with thirteen pieces of luggage, and the intention of staying a while... I interviewed Carl in the blazing heat, we were both dripping, for about two hrs.... (This is not Done!) – Bob Warth [13]
Carl died on Saturday, March 5th, 1994 at the age of 68 in Centennial Health Care Center, Greeley CO. His obituary appeared a few days later in the [Greeley Tribune](#).
Below is Carl's obituary, and a priceless newspaper article I found late one night while doing research, we can call it the beginning of the whole legend; July 13th, 1943 Carl Allen enters Maritime Service Training Program.

The Great Ark

"On the second of June, 1946 a brightly flaming object was seen in the sky above the Gulf of Alaska. The Great Ark, it was called.. I was on the Malay in the Atlantic... After it landed (9 miles from the Malay), it discharged a lot of smaller craft... lifeboats.. We pulled up four miles and turned parallel with the Ark, and that's when it exploded. It was a small nuclear explosion, but there was no harmful fallout" – Carl M. Allen (1991)[14]

"[In May or June of 1947 The SS Malay] was nearly capsized by a kilotonic explosion... it is the only ship to have survived the explosion of a UFO... I ought to know, I was a crew member, steering the ship at the time." – Carl M. Allen[15]

Notice here the story is close to the one reported by Moore but we now can look at it as maybe it was the Malay after all. Further we can assume this is also the same "Cargo Ship S.S. Malay" that reportedly witnessed the experiment.[16]
Carl said the incident happened in May or June of 1947 in some interviews, however, he only Served on the [SS Malay](#) from May 8th, 1946 to June 22nd, 1946. This timeframe does fit with some of his statements. While doing research into the ship I did find an "[SS Malay](#)" Tanker ship (named as such form 1933-194) that had [records](#) of being Torpedo & Shelled on January 18th of 1942 resulting in 4 deaths. There was also another [SS Malay](#), a Norwegian cargo ship in service from 1959 to 1961 and now known as [SS Ambria](#), however, this by dates alone could not be the "Malay" that witnessed the experiment in 1943, or the UFO incident 1946/7. I did find something interesting during my research though; "Yours Truly Johnny Dollar" was one of the longest-running detective series on radio. It aired on CBS Radio for 15 minutes from 1948 to 1962. On February 10, 1950, the episode was entitled "[The SS Malay Trader Ship](#)." This leads one to wonder if this is where the name of the ship came from that Carl Allen gave to Moore.

"Oh, we have had contact with the ET's since 1943. It was due to an accident of an experiment that the Navy was running at that time, on invisibility!" – unnamed naval officer [17]

Most people have never heard Carl Allen's voice many of the taped interviews Carl did are simply unavailable anymore. This is just a short clip of three 60min cassette tapes held in the Clarksburg-Harrison Public Library, in the Gray Barker Collection. The tapes were sent from Carl Allen to Grey Barker. Carl is talking about UFO's, too bad it was not one of his interviews about the Philadelphia Experiment. Hopefully this will give you a glimpse into Carl's personality.

Audio Player

0:00

0:00

[Use Up/Down Arrow keys to increase or decrease volume.](#)

Carl Meets Albert Einstein

During my research I found a few times were Carl Allen did not only say he Met [Albert Einstein](#), but he was also schooled in physics by Einstein for weeks. Not a lot of books cover this as it seems so over the top, a good example of this can be found Gray Barker's book "The Ghost of the Philadelphia Experiment Returns" (p. 140);

"I now recall that we arrived (Furuseth) on the 11th, and docked on the 12th (of November). And, at about 4:30 p.m. of that same day, Dr. Albert Einstein called on me to ask: "What did you see, feel, and think?" Because I was, and still am, the only living person who observed, at very close range, the DE-173 in the act of becoming invisible, and who plunged his arm, halfway to the elbow, into that stupendously colossal, whirling-whizzing forcefield and lived to tell about it. To do this, I had to plunge both hand and arm through a thick sheet of high-voltage, free-flowing electricity. "Why were you not killed?" Herr Doktor Einstein asked me. My reply delighted him, and we fast became friends that day. He was deeply concerned about the moral aspects of invisibility." – Letter From Carlos M. Allende To William L. Moore – March 1977

On May 31st, 1943 Albert Einstein signed a consultant's contract with the R&D Division of the U.S. Navy. This was later extended until June 30th, 1944, therefore he was working with the Navy during the time frame Carl Allen states he witnessed Einstein working on the project.

In August of 1986 Carl did an interview with the "THE NEWS of Colorado Centennial Country" newspaper; [Carlos Allende "death bed statement"](#) where he restated Einstein's involvement below;

"Einstein was on the test ship the DE168. I was on the U.S.S. Furseth."

"Einstein and his team were using the Navy for their research. Steinmetz wound the coils on the beam generator. It was based on the work of Tesla"

"What Einstein proved was that invisibility is a precursor to propulsion beyond the speed of light. Invisibility is nothing more than the precondition to a practical utilization of the magnetic field related to the Einstein Tunnel Propulsion system."

"Einstein came to me, and trained me in the theory of invisibility. He said they were using the Navy for his own research..." – Carl Allen

Carl has stated this in many interviews one of the few times you can find it in Carl's own handwriting appears in "HOAX: The Philadelphia Experiment Unraveled", Pg 238;

I met Einstein in 1943 A.D.

C. M. Allende

"Any fool can know. The point is to understand." – Albert Einstein

From: <<https://www.de173.com/carlos-miguel-allende-carl-allen/>>

The Philadelphia Experiment – “The Strange Case of Dr. M. K. Jessup”

OCTOBER 4, 2011 DAVID HALPERIN

He wasn't really a doctor, although the bios on his book jackets hint misleadingly that he was. His full name was Morris Ketchum Jessup. He was born in Indiana in 1900; he died in 1959 in Coral Gables, Florida, an apparent suicide.

Only one photograph, as far as I know, is extant. It shows a plumpish middle-aged man with a snub nose and a rumpled suit jacket, smiling as though seeking approval, with a weary sadness in his eyes. He leans forward slightly, as if weighted down from behind.

He was the man to whom Carl Allen a.k.a. “Carlos Allende” turned in 1956, with his [wild tale of an invisibility experiment](#) carried out thirteen years earlier in the Philadelphia Navy Yard.

Carl Allen, Gray Barker, M. K. Jessup—these are the *dramatis personae* in the saga of the Philadelphia Experiment. Three corners of a triangle as enigmatic, to those who probe the human soul, as the Bermuda Triangle is to aficionados of more mundane mysteries.

There's a great deal about Jessup in the [Barker Collection](#). The two men carried on a correspondence which began, at Barker's initiative, in November 1954. “I heard about you from John P. Bessor of Pittsburgh,” wrote Barker, “who said you are writing a book about saucers.” And so Jessup was. The book appeared as *The Case for the UFO*, published in 1955 by Citadel Press. It was followed in rapid succession by *The UFO and the Bible* (1956), *The UFO Annual* (1956), and *The Expanding Case for the UFO* (1957).

The Barker-Jessup correspondence ends, quite abruptly, in January 1957. It's not clear why. Perhaps there were subsequent letters which somehow have gone missing? I'm not sure.

There are also letters in Barker's files about Jessup. One E. P. Shrigley of Franklin, Indiana, writes to Barker in 1968, inquiring about Jessup's birthplace. Barker's reply is missing, but to judge from his next letter, Shrigley has been reassured that “*the Morris K. Jessup with whom I went to Rockville High School is the Dr. M. K. Jessup of whom you wrote.*” [The reference is to Barker's distinctly forgettable book, *The Strange Case of Dr. M. K. Jessup*, published in 1963.] Since this is established, I can supply you with a few facts about Dr. Jessup which you might find interesting.

“*He was born just east of Rockville, Indiana, on a farm. His father's name was George Jessup and his mother was a Swaim. [A typo; it should be “Swain.”] ... He had one sister, Marjorie, a tiny, fragile, blonde creature who broke every heart in Rockville High. So far as I know, she is still living. The family were what Charles Dickens would have called ‘shabby genteel,’ not rich, not poor ...*

“*In school, Morris was a brain. He made excellent grades, and was the pet of the teachers, who forecast a brilliant future for him. His one love was astronomy, and when he went to Ann Arbor, reports said that he would major in this subject. He was disgustingly snobbish, especially to the poorer, less brilliant members of the school body. To a semi-illiterate like myself, he was pure murder!*”

“Brilliant”—but rebellious. “Murder”—not just to his less talented peers, but to university professors who weren't as ready to make him their pet as his high school teachers were. So I gather from a series of fascinating letters from faculty at the University of Michigan, where Jessup was an undergrad and then a graduate student in the 1920s.

From 1927 through 1930, according to one of these letters (written in 1979), “*Jessup served the University of Michigan as an assistant to Dr. R. A. Rossiter at the Lamont-Hussey Observatory, Bloemfontein, South Africa. Jessup returned to the Ann Arbor campus after a three-year stint in early 1930. He started work on a topic he thought suitable for a doctoral thesis. He objected to the requirements for the doctoral degree and did not, therefore, meet them, and he left Ann Arbor in the summer of 1931 with extremely bitter feeling toward the university and the department of astronomy. He never at any time received a doctoral degree from the University of Michigan, nor did he ever make any attempt to satisfy the graduate school's requirements for that degree. ...*

“*I suppose the reference in one of your clippings to Jessup's having headed an archaeological expedition to Yucatan has its vague basis in Jessup's membership in a university expedition to Mexico. Jessup was not the head, just a student assistant. He seems to have had recurrent trouble understanding who was boss, since he repeatedly tried to have himself appointed head of the Lamont-Hussey Observatory while he was working as an assistant to Dr. Rossiter; and his trouble with the graduate school arose from an unwillingness to follow regulations.*

“*He was given to outbursts of temper that verged on the insane. He was regarded by both faculty and graduate students as ‘more on than off, but not much’. He doubtless would have been dismissed from the university, if the administration at the time had been less tolerant than it was.*”

A “strange case,” indeed!

Morris Ketchum Jessup (March 2, 1900^[1] – April 20, 1959) had a [Master of Science](#) Degree in astronomy and, though employed for most of his life as an automobile-parts salesman and a photographer, is probably best remembered for his writings on [UFOs](#).

Born near [Rockville, Indiana](#), Jessup grew up with an interest in [astronomy](#). He earned a [bachelor of science](#) degree in astronomy from [The University of Michigan in Ann Arbor, Michigan](#) in 1925 and, while working at the Lamont-Hussey Observatory, received a [master of science](#) degree in 1926. Though he began work on his [doctorate in astrophysics](#), he ended his dissertation work in 1931 and never earned the higher degree. Nevertheless, he was sometimes referred to as “Dr. Jessup”. He apparently dropped his career and studies in astronomy and worked for the rest of his life in a variety of jobs unrelated to science, although he is sometimes erroneously described as having been an instructor in astronomy and mathematics at the University of Michigan and [Drake University](#).^[2]



Career

Jessup has been referred to in ufological circles as “probably the most original [extraterrestrial hypothesiser](#) of the 1950s”, and it has been said of him that he was “educated in [astronomy](#) and [archeology](#) and had working experience in both.”^[3] Actual evidence of an educational background in archaeology or archaeological field work is absent from Jessup's resume, but [Jerome Clark](#)^[4] reports that Jessup took part in archeological expeditions to the [Yucatan](#) and [Peru](#) in the 1920s. Jessup documented an expedition to [Cuzco](#) he took part in during 1930.^[5] Jessup achieved some notoriety with his 1955 book *The Case for the UFO*, in which he argued that [unidentified flying objects](#) (UFOs) represented a mysterious subject worthy of further study. Jessup speculated that UFOs were “exploratory craft of ‘solid’ and ‘nebulos’ character.”^[6] Jessup also “linked ancient monuments with prehistoric superscience”.^[7] years later similar claims were made by [Erich von Däniken](#) in *Chariots of the Gods?* in 1968 and other books. Jessup wrote three further flying-saucer books, *UFOs and the Bible*, *The UFO Annual* (both 1956), and *The Expanding Case for the UFO* (1957). The latter suggested that [transient lunar phenomena](#) were somehow related to UFOs in the earth's skies. Jessup's main flying-saucer scenario came to resemble that of the [Shaver Hoax](#) perpetrated by the science-fiction magazine editor [Raymond A. Palmer](#)—namely, that “good” and “bad” groups of space aliens were/are meddling with terrestrial affairs. Like most of the writers on flying saucers and the so-called [contactees](#) that emerged during the 1950s, Jessup displayed familiarity with the alternative [mythology](#) of human prehistory developed by [Helena P. Blavatsky](#)'s cult of [Theosophy](#), which included the mythical lost continents of [Atlantis](#), [Mu](#), and [Lemuria](#).

Death

Jessup attempted to make a living writing on the subject of UFOs, but his follow-up books did not sell well, and his publisher rejected several other manuscripts. In 1958 his wife left him, and he traveled to [New York City](#); his friends described him as being somewhat unstable. After returning to [Florida](#), he was involved in a serious car accident and was slow to recover, apparently increasing his dependency. On April 19, 1959, Jessup contacted [Manson Valentine](#) and arranged to meet with him the following day, claiming to have made a breakthrough regarding an event known as the [Philadelphia Experiment](#). However, the next day, April 20, 1959, in [Dade County, Florida](#), Jessup was found dead in his car. A hose had been run from the exhaust pipe into a rear window of the vehicle, which had filled with [toxic fumes](#) when turned on. The death was ruled a [suicide](#). Some believed that “[t]he circumstances of Jessup's apparent suicide [were] mysterious”,^[8] and [conspiracy](#) theorists contended that his death was connected to his knowledge of the Philadelphia Experiment.^[9] Although some of Jessup's friends suggested that he may have been driven to kill himself by the “Allende Case”,^[10] others said that he had been extremely depressed, and had discussed suicide with friends, for several months.^[11]

From <https://en.wikipedia.org/wiki/Morris_K._Jessup>

Vincent Gaddis

Sunday, April 11, 2021 12:45 PM

Vincent Hayes Gaddis (December 28, 1913 – February 26, 1997) was an American author who invented the phrase "[Bermuda Triangle](#)", which he used first in the cover article for the 1964 February issue of the magazine [Argosy](#).^{[1][2]} He popularized many stories about anomalous and [paranormal](#) phenomena in a style similar to that of [Charles Fort](#).^[3]

Gaddis was born in [Ohio](#) to Tilden H. and Alice M. (Smith) Gaddis. He married Margaret Paine Rea on July 14, 1947. Gaddis worked as a newspaper reporter and writer-editor for a [Warsaw, Indiana](#), radio station from 1947 to 1952. He was a feature writer for the [Elkhart Truth](#), a daily newspaper in [Elkhart, Indiana](#), from 1952 to 1959. He then worked as a public relations writer for [Studebaker-Packard Corporation](#) and Mercedes Benz Sales in [South Bend, Indiana](#). In 1962 he became a [freelance](#) writer. He died in [Eureka, California](#).^[4]

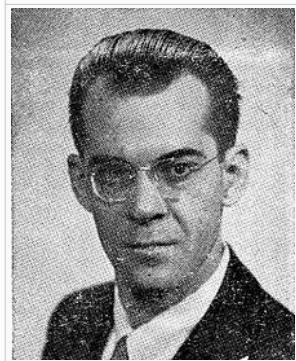
Gaddis' statements on the [Bermuda Triangle](#) and [spontaneous human combustion](#) have been criticized by skeptics for being inaccurate and misleading. Gaddis has also drawn strong criticism for ignoring possible natural explanations and inventing mysteries where none exist.^{[5][6][7][8]} Historian William K. Powers from [Livingston College, Rutgers University](#) has described Gaddis' *American Indian Myths and Mysteries* as an "outrageous and intolerable book" filled with [crackpot](#) claims and "[Danikenesque](#) delusions".^[9]

Published works

- *Winona Lake: A Memory and A Vision*, 1949
- *Invisible Horizons: True Mysteries of the Sea*, 1965
- *Mysterious Fires and Lights*, 1967
- *Wide World of Magic*, 1967
- *Strange World of Animals and Pets*, 1970
- *The Curious World of Twins*, 1972
- *Courage in Crisis: Dramatic Tales of Heroism in the Face of Danger*, 1973
- *American Indian Myths and Mysteries*, 1977, [ISBN 0-88029-755-7](#)
- *Gold Rush Ghosts*, 1990, [ISBN 0-945685-06-8](#)

From <https://en.wikipedia.org/wiki/Vincent_Gaddis>

Vincent Gaddis



Born	Vincent Hayes Gaddis December 28, 1913 Ohio, U.S.
Died	February 26, 1997 (aged 83) Eureka, California
Occupation	Paranormal writer

From <https://en.wikipedia.org/wiki/Vincent_Gaddis>

Charles Berlitz

Sunday, April 11, 2021 12:49 PM

Charles Frambach Berlitz (November 23, 1913 – December 18, 2003) was an American [polyglot](#), language teacher^[1] and writer, known for his language-learning courses and his books on [paranormal](#) phenomena

Berlitz was born in [New York City](#). He was the grandson of [Maximilian Berlitz](#), who founded the [Berlitz Language Schools](#). As a child, Charles was raised in a household in which (by his father's orders) every relative and servant spoke to Charles in a different language: he reached adolescence speaking eight languages fluently. In adulthood, he recalled having had the childhood delusion that every human being spoke a different language, wondering why he did not have his own language like everyone else in his household. His father spoke to him in German, his grandfather in Russian, and his nanny in Spanish.

He began working for the family language school, The Berlitz School of Languages, during college breaks. The publishing house, of which he was vice president, sold, among other things, tourist phrase books and pocket dictionaries, several of which he authored. He also played a key role in developing record and tape language courses. He left the company in the late 1960s, not long after he sold the company to publishing firm Crowell, Collier & Macmillan. He graduated [magna cum laude](#) from [Yale University](#).^[2]

Berlitz was a writer on paranormal phenomena. He wrote a number of books on [Atlantis](#). In his book *The Mystery of Atlantis*, he claimed Atlantis was real, based on his interpretation of [geophysics](#), psychic studies, classical literature, tribal lore, and [archeology](#).^[3] He also attempted to link the [Bermuda Triangle](#) to Atlantis.^[4] He claimed to have located Atlantis undersea in the area of the Bermuda Triangle. He was also an [ancient astronaut](#) proponent who believed that [extraterrestrials](#) had visited Earth.^[5] Berlitz spent 13 years on active duty in the [U.S. Army](#), mostly in [intelligence](#). In 1950, he married Valerie Seary, with whom he had two children, a daughter Lin, and son, Marc. He died in 2003 at the age of 90 at University Hospital in [Tamarac, Florida](#).

Berlitz's statements about the Bermuda Triangle and the [Philadelphia Experiment](#) were heavily criticized by researchers and scientists for their inaccuracy. He has also drawn criticism for ignoring possible natural explanations and promoting [pseudoscientific](#) ideas.^{[6][7][8][9]}

[Larry Kusche](#) has accused Berlitz of fabricating evidence and inventing mysteries that have no basis in fact.^[10]
[\[11\]](#)

Publication

- *The Mystery of Atlantis*, 1969
- *Mysteries from Forgotten Worlds*, 1972
- [The Bermuda Triangle](#), 1974, [ISBN 0-285-63326-0](#)
- *Without a Trace*, 1977
- *The Philadelphia Experiment – Project Invisibility*, 1979
- *The Roswell Incident*, 1980
- [Doomsday 1999 A.D.](#), 1981, [ISBN 0-586-05543-6](#)
- *Atlantis – The Eighth Continent*: G. P. Putnams Sons, New York, 1984
- [Atlantis: The Lost Continent Revealed](#), Macmillan, London, 1984
- *The Lost Ship of Noah: In Search of the Ark at Ararat*, 1987
- *The Dragon's Triangle*, 1989
- *World of the Incredible but True*: Ballantine Books, New York, 1991
- *World of Strange Phenomena*: Little Brown & Company, New York, 1995

From <https://en.wikipedia.org/wiki/Charles_Berlitz>

Thomas Townsend Brown

Sunday, April 11, 2021 12:55 PM

Thomas Townsend Brown (March 18, 1905 – October 27, 1985)^[1] was an [American](#) inventor whose research into odd electrical effects led him to believe he had discovered a connection between strong electric fields and gravity, a type of antigravity effect. Instead of being an antigravity force, what Brown observed has generally been attributed to [electrohydrodynamics](#), the movement of charged particles that transfers their momentum to surrounding neutral particles in air, also called "ionic drift" or "[ionic wind](#)". For most of Brown's life he attempted to develop devices based on his ideas, trying to promote them for use by industry and the military. The phenomena came to be called the "[Biefeld–Brown effect](#)" and "[electrogravitics](#)". In recent years Brown's research has had an influence in the community of amateur experimenters who build "[ionic propulsion lifters](#)" powered by high voltage. There are still claims that Brown discovered antigravity, an idea popular with the [unidentified flying object](#) (UFO) community and spawning many conspiracy theories.

From <https://en.wikipedia.org/wiki/Thomas_Townsend_Brown>

Evidence

Monday, April 5, 2021 8:55 PM

The historian [Mike Dash](#)^[2] notes that many authors who publicized the "Philadelphia Experiment" story after that of Jessup appeared to have conducted little or no research of their own. Through the late 1970s, for example, Allende/Allen was often described as mysterious and difficult to locate, but Goerman determined Allende/Allen's identity after only a few telephone calls. Others speculate that much of the key literature emphasizes dramatic embellishment rather than pertinent research. Berlitz's and Moore's account of the story (*The Philadelphia Experiment: Project Invisibility*) claimed to include factual information, such as transcripts of an interview with a scientist involved in the experiment, but their work has also been criticized for [plagiarising](#) key story elements from the novel *Thin Air* which was published a year earlier.

Misunderstanding of documented naval experiments

Personnel at the Fourth Naval District have suggested that the alleged event was a misunderstanding of routine research during World War II at the Philadelphia Naval Shipyard. An earlier theory was that "the foundation for the apocryphal stories arose from [degaussing](#) experiments which have the effect of making a ship undetectable or 'invisible' to magnetic mines."^[17] Another possible origin of the stories about [levitation](#), [teleportation](#) and effects on human crew might be attributed to experiments with the generating plant of the destroyer [USS Timmerman \(DD-828\)](#), whereby a higher-frequency generator produced [corona discharges](#), although none of the crew reported suffering effects from the experiment.^[17]

Observers have argued that it is inappropriate to grant credence to an unusual story promoted by one individual, in the absence of corroborating evidence. Robert Goerman wrote in [Fate](#) magazine in 1980, that "Carlos Allende" / "Carl Allen", who is said to have corresponded with Jessup, was Carl Meredith Allen of [New Kensington, Pennsylvania](#), who had an established history of [psychiatric illness](#), and who may have fabricated the primary history of the experiment as a result of his mental illness. Goerman later realized that Allen was a family friend and "a creative and imaginative loner ... sending bizarre writings and claims."^[18]

Timeline inconsistencies

The USS *Eldridge* was not commissioned until August 27, 1943, and it remained in port in [New York City](#) until September 1943. The October experiment allegedly took place while the ship was on its first [shakedown cruise](#) in [the Bahamas](#), although proponents of the story claim that the [ship's logs](#) might have been falsified or else still be [classified](#).

The [Office of Naval Research](#) (ONR) stated in September 1996, "ONR has never conducted investigations on radar invisibility, either in 1943 or at any other time." Pointing out that the ONR was not established until 1946, it denounces the accounts of "The Philadelphia Experiment" as complete "[science fiction](#)." A reunion of Navy veterans who had served aboard USS *Eldridge* told a Philadelphia newspaper in April 1999 that their ship had never made port in Philadelphia.^[19] Further evidence discounting the Philadelphia Experiment timeline comes from USS *Eldridge*'s complete World War II action report, including the remarks section of the 1943 deck log, available on [microfilm](#).^[4]

From <https://en.wikipedia.org/wiki/Philadelphia_Experiment>

Alternative explanations

Monday, April 5, 2021 9:45 PM

Researcher [Jacques Vallée](#)^[20] describes a procedure on board [USS Engstrom](#), which was docked alongside the *Eldridge* in 1943. The operation involved the generation of a powerful electromagnetic field on board the ship in order to [deperm](#) or [degauss](#) it, with the goal of rendering the ship undetectable or "invisible" to magnetically fused undersea [mines](#) and [torpedoes](#). This system was invented by a Canadian, [Charles F. Goodeve](#), when he held the rank of [commander](#) in the [Royal Canadian Naval Volunteer Reserve](#), and the [Royal Navy](#) and other navies used it widely during World War II. British ships of the era often included such degaussing systems built into the upper decks (the [conduits](#) are still visible on the deck of [HMS Belfast](#) in London, for example). Degaussing is still used today. However, it has no effect on visible light or radar. Vallée speculates that accounts of *USS Engstrom*'s degaussing might have been garbled and [confabulated](#) in subsequent retellings, and that these accounts may have influenced the story of "The Philadelphia Experiment."

Vallée cites a veteran who served on board *USS Engstrom* and who suggests it might have travelled from Philadelphia to Norfolk and back again in a single day at a time when merchant ships could not: by use of the [Chesapeake and Delaware Canal](#) and [Chesapeake Bay](#), which at the time was open only to naval vessels.^[20] Use of that channel was kept quiet: German submarines had ravaged shipping along the East Coast during [Operation Drumbeat](#), and thus military ships unable to protect themselves were secretly moved via canals to avoid the threat.^[21] The same veteran claims to be the man that Allende witnessed "disappearing" at a bar. He claims that when the fight broke out, friendly barmaids whisked him out of the bar before the police arrived, because he was under age for drinking. They then covered for him by claiming that he had disappeared.^[21]

From <https://en.wikipedia.org/wiki/Philadelphia_Experiment>

USS Eldridge

Monday, April 5, 2021 8:51 PM



USS Eldridge (DE-173), a [Cannon-class destroyer escort](#), was a ship of the [United States Navy](#) named for [Lieutenant Commander](#) John Eldridge Jr., a hero of the invasion of the [Solomon Islands](#).

Between 4 January 1944 and 9 May 1945, *Eldridge* sailed on the vital task of escorting, to the [Mediterranean Sea](#), men and materials to support Allied operations in [North Africa](#) and on into southern [Europe](#). She made nine voyages to deliver [convoy](#)s safely to [Casablanca](#), [Bizerte](#), and [Oran](#).^[2]

Eldridge departed [New York City](#) on 28 May 1945, for service in the [Pacific](#). En route to [Saipan](#) in July, she made contact with an underwater object and immediately attacked, but no results were observed. She arrived at [Okinawa](#) on 7 August, for local escort and patrol, and with the end of hostilities a week later, continued to serve as escort on the [Saipan](#)–[Ulithi](#)–Okinawa routes until November. *Eldridge* was placed out of commission in reserve 17 June 1946.^[3]

On 15 January 1951, she was transferred under the [Mutual Defense Assistance Act](#) to [Greece](#) where she served as [Leon \(D54\)](#).^[4] *Leon* was decommissioned on 5 November 1992, and on 11 November 1999, was sold as [scrap](#) to the [Piraeus](#)-based firm V&J Scrapmetal Trading Ltd.^[5]

From <https://en.wikipedia.org/wiki/USS_Eldridge>

SS Andrew Furuseth

Wednesday, April 7, 2021 7:43 PM

SS Andrew Furuseth was a [Liberty ship](#) built for the [United States Maritime Commission](#) during [World War II](#). The ship was named in honor of [American merchant seaman](#) and [labor](#) organizer [Andrew Furuseth](#). The ship was assigned by the [War Shipping Administration](#) to [Matson Navigation Company](#) who operated it throughout the war in the [Atlantic](#) and [Mediterranean](#). *Andrew Furuseth* was one of 220 Liberty ships converted to carry a limited number of troops or [prisoners of war](#).^[1]

The *Andrew Furuseth* is likely best remembered as the ship that Carl M. Allen/Carlos Miguel Allende was to have been serving on in October 1943 when he claims to have witnessed the [teleportation](#) disappearance and reappearance of [USS Eldridge](#) as part of the [Philadelphia Experiment](#).

Andrew Furuseth was sold for private use and operated under the names *Essi* and *Niobe* before being scrapped in [Japan](#) in 1967.^[1]

SS Andrew Furuseth is associated with the [Philadelphia Experiment](#), which is now widely regarded as a [hoax](#).^{[40][41][42]} A reputed crew member of the *Andrew Furuseth*, known variously as "Carl M. Allen" and "Carlos Miguel Allende", claimed to have witnessed the sudden appearance and disappearance of U.S. Navy [destroyer escort USS Eldridge \(DE-173\)](#) in October 1943. The story goes that, as part of U.S. Navy experiments into rendering ships invisible, *Eldridge* vanished from its berth in [Philadelphia](#) and was accidentally [teleported](#) to [Norfolk, Virginia](#) and back again on 28 October 1943. According to the U.S. Navy, no evidence has been uncovered supporting that such an experiment occurred and details of the story contradict facts about the *Eldridge*. Also, the Navy archives contains a letter from [Lt. \(j.g.\) William S. Dodge, USNR](#), (Ret.), the Master of *Andrew Furuseth* in 1943, categorically denying that he or his crew observed any unusual event while in Norfolk. *Eldridge* and *Andrew Furuseth* were not even in Norfolk at the same time.^[43]

From <https://en.wikipedia.org/wiki/SS_Alfred_Furuseth>



USS Engstrom

Monday, April 5, 2021 9:43 PM

USS Engstrom (DE-50) was an [Evarts class destroyer escort](#) constructed for the [United States Navy](#) during [World War II](#). She was sent off into the [Pacific Ocean](#) to protect [convoy](#)s and other ships from [Japanese submarines](#) and fighter [aircraft](#). She performed escort and [antisubmarine](#) operations in dangerous battle areas and returned home safely to the States.

She was launched on 24 July 1942 by [Philadelphia Navy Yard](#) as **HMS Drury (BDE-50)**; reallocated to the USN; assigned the name **Engstrom** on 4 March 1943; and commissioned on 21 June 1943, [Lieutenant](#) D. A. Nienstedt in command.

Engstrom sailed from [Philadelphia, Pennsylvania](#), on 20 August 1943 for [Norfolk, Virginia](#), where she joined a [convoy](#) bound for the [Panama Canal Zone](#) and [San Diego, California](#), arriving on the [west coast](#) on 9 September. On the 27th, she got underway for Adak and over a year of duty in northern waters. Often fighting weather almost as dangerous as the enemy, she escorted combatant and auxiliary ships, acted as [radar](#) picket ship for air operations between [Attu](#) and [Paramushiro](#), and screened surveying ships. The escort vessel returned to [Mare Island, California](#), on 19 January 1945 for overhaul and, after training at [Pearl Harbor](#), sailed on convoy duty to [Eniwetok](#) and [Saipan](#), her base from 31 March through the end of the war for escort assignments to Eniwetok, [Ulithi](#), [Guam](#), and [Iwo Jima](#). The men and supplies, whose movement she guarded, saw action on [Okinawa](#).

From <https://en.wikipedia.org/wiki/USS_Engstrom>

USS *Timmerman*

Monday, April 5, 2021 9:47 PM

USS *Timmerman* (DD-828/EDD-828/AG-152) was a [Gearing-class destroyer](#) in service with the [United States Navy](#) from 1952 to 1956. She was an experimental design and was scrapped in 1959.

From <[https://en.wikipedia.org/wiki/USS_Timmerman_\(DD-828\)](https://en.wikipedia.org/wiki/USS_Timmerman_(DD-828))>

Diffused Lighting Camouflage

Thursday, March 4, 2021 6:04 PM

Diffused lighting camouflage was a form of [active camouflage](#) using [counter-illumination](#) to enable [a ship to match its background](#), the night sky, that was tested by the [Royal Canadian Navy](#) on [corvettes](#) during [World War II](#). The principle was discovered by a Canadian professor, Edmund Godfrey Burr, in 1940. It attracted interest because it could help to hide ships from submarines in the [Battle of the Atlantic](#), and the research project began early in 1941. The [Royal Navy](#) and the [US Navy](#) carried out further equipment development and trials between 1941 and 1943. The concept behind diffused lighting camouflage was to project light on to the sides of a ship, to make its brightness match its background. Projectors were mounted on temporary supports attached to the hull and the prototype was developed to include automatic control of brightness using a [photocell](#). The concept was never put into production, though the Canadian prototypes did briefly see service. The Canadian ideas were adapted by the [US Air Force](#) in its [Yehudi lights](#) project.

From <https://en.wikipedia.org/wiki/Diffused_lighting_camo>

Yehudi lights

Monday, April 5, 2021 8:58 PM

Yehudi lights are [lamps](#) of automatically controlled brightness placed on the front and leading edges of an [aircraft](#) to raise the aircraft's [luminance](#) to the average brightness of the sky, a form of [active camouflage](#) using [counter-illumination](#). They were designed to [camouflage the aircraft](#) by preventing it from appearing as a dark object against the sky.

The technology was developed by the [US Navy](#) from 1943 onwards, to enable a sea-search aircraft to approach a surfaced [submarine](#) to "within 30 seconds of flying time"^[1] before becoming visible to the submarine's crew. This in turn enabled the aircraft to engage the submarine with depth charges before it could dive, to counter the [threat from German submarines to allied shipping](#). The concept was based on earlier research by the [Royal Canadian Navy](#) in its [diffused lighting camouflage](#) project.

Yehudi lights did not come into operational usage and were considered obsolete with postwar advances in radar. With more recent improvements in [stealth technology](#), Yehudi lights have again attracted interest.

The ability to approach a target unseen was rendered obsolete by advances in [radar](#) in the 1940s and 1950s. Since the development of [stealth technology](#), Yehudi lights have attracted renewed interest, first in 1973 when [McDonnell Douglas](#) researched a "Quiet Attack" aircraft for the [Office of Naval Research](#), modifying the [F-4 Phantom](#) with Yehudi lights on its underside, and later in the 1970s when [Lockheed Martin](#)'s [Skunk Works](#) was contracted to develop a stealth aircraft prototype [Have Blue](#), which helped to guide the development of the [F-117A](#) stealth fighter and the [B-2](#) stealth bomber. The [Have Blue](#) prototype was [disruptively camouflaged](#) to disguise its shape from casual onlookers, as well as being constructed of [angled facets](#) to reduce its [radar cross-section](#). The use of any form of active camouflage, whether Yehudi lights or microwave emissions, was however rejected.^{[8][9][10][11]}

From <https://en.wikipedia.org/wiki/Yehudi_lights>

Movies

Monday, April 5, 2021 8:59 PM



The Philadelphia Experiment(1984)

A United States Navy destroyer escort participates in a Navy "invisibility" experiment that inadvertently sends two sailors forty years into the future.

Summary

In 1943, the United States tests an anti-radar system to make the U.S. Navy ships invisible to the enemy. Dr. James Longstreet uses his experiment in the destroyer escort USS Eldridge that disappears from Philadelphia. The sailors David Herdeg and his best friend Jim Parker are projected to 1984, where they meet Allison Hayes. They unsuccessfully try to contact their base and out of the blue Jimmy disappears in a hospital. Allison helps David to visit Jimmy's wife Pamela, but Jimmy refuses to see him. Now David's only hope is meeting Dr. James Longstreet to learn what to do. Will he be well succeeded?

From <https://www.imdb.com/title/tt0087910/plotsummary?ref_=tt_gl_stry_2>



The Philadelphia Experiment (2012)

In 1943, a secret government cloaking project goes awry vanishing a navy destroyer. In 2013, the destroyer reappears, setting off a series of events threatening to destroy the world.

Summary

Military arms manufacturer Grey Water has purchased the rights to a top secret WWII government project called The Philadelphia Experiment which was tasked with discovering the secrets behind invisibility. They have resurrected the project, with the current project team believing they now have the capability. However, in the demonstration, what happens is that the Eldridge, a WWII warship that mysteriously went missing in 1943 and that was associated with the original project, suddenly appears. With the Eldridge comes its one sole survivor on board, Lieutenant Bill Gardner. Gardner is able to escape from the confines of the warship. A secondary side effect of the experiment is that the Eldridge now, on a whim, disappears and then reappears elsewhere on the globe. Gardner's current task is to figure out what happened so that he can make his way back to 1943. Helping him is who he learns is his now adult granddaughter, Molly Gardner, whose fiancé, Deputy Sheriff Carl Reed, is trapped inside the now traveling Eldridge, he who was the first responder on the scene when the Eldridge first appeared. Kathryn Moore, the ruthless administrator of the project for Grey Water, wants to make the Eldridge and everything associated with it go away to protect her name and that of the company, which means destroying the Eldridge and killing Gardner with the help of the singularly minded mercenary for hire, Hagan. However, the chief contracted scientist on the team, Richard Falkner, does whatever he can to stop Moore and save Gardner since he knows that destroying the Eldridge will have catastrophic consequences.

From <https://www.imdb.com/title/tt2039399/plotsummary?ref_=tt_gl_stry_2>



Philadelphia Experiment

Additional resource: [Philadelphia Experiment, Office of Naval Research Information Sheet](#)

Allegedly, in the fall of 1943 a U.S. Navy destroyer was made invisible and teleported from Philadelphia, Pennsylvania, to Norfolk, Virginia, in an incident known as the Philadelphia Experiment. Records in the Archives Branch of the Naval History and Heritage Command have been repeatedly searched, but no documents have been located which confirm the event, or any interest by the Navy in attempting such an achievement.

The ship involved in the experiment was supposedly the *USS Eldridge*. The Archives has reviewed the deck log and war diary from *Eldridge*'s commissioning on 27 August 1943 at the New York Navy Yard through December 1943. The following description of *Eldridge*'s activities are summarized from the ship's war diary. After commissioning, *Eldridge* remained in New York and in the Long Island Sound until 16 September when it sailed to Bermuda. From 18 September, the ship was in the vicinity of Bermuda undergoing training and sea trials until 15 October when *Eldridge* left in a convoy for New York where the convoy entered on 18 October. *Eldridge* remained in New York harbor until 1 November when it was part of the escort for Convoy GUS-23 (New York Section). On 2 November the convoy entered Naval Operating Base, Norfolk. On 3 November, *Eldridge* and Convoy UGS-23 left for Casablanca where it arrived on 22 November. On 29 November, *Eldridge* left as one of escorts for Convoy GUS-22 and arrived with the convoy on 17 December at New York harbor. *Eldridge* remained in New York on availability training and in Block Island Sound until 31 December when it steamed to Norfolk with four other ships. During this time frame, *Eldridge* was never in Philadelphia.

A copy of *Eldridge*'s complete World War II action report and war diary coverage, including the remarks section of the 1943 deck log, is held by the Archives on microfilm, NRS-1978-26. The original file is held by the National Archives.

Supposedly, the crew of the civilian merchant ship *SS Andrew Furuseth* observed the arrival via teleportation of the *Eldridge* into the Norfolk area. *Andrew Furuseth*'s movement report cards are in the Tenth Fleet records in the custody of the Modern Military Branch, National Archives and Records Administration, (8601 Adelphi Road, College Park, MD 20740-6001), which also has custody of the action reports, war diaries and deck logs of all World War II Navy ships, including *Eldridge*. The movement report cards list the merchant ship's ports of call, the dates of the visit, and convoy designation, if any. The movement report card shows that *Andrew Furuseth* left Norfolk with Convoy UGS-15 on 16 August 1943 and arrived at Casablanca on 2 September. The ship left Casablanca on 19 September and arrived off Cape Henry on 4 October. *Andrew Furuseth* left Norfolk with Convoy UGS-22 on 25 October and arrived at Oran on 12 November. The ship remained in the Mediterranean and it returned with Convoy GUS-25 to Hampton Roads on 17 January 1944. The Archives has a letter from Lieutenant Junior Grade William S. Dodge, USNR, (Ret.), the Master of *Andrew Furuseth* in 1943, categorically denying that he or his crew observed any unusual event while in Norfolk. *Eldridge* and *Andrew Furuseth* were not even in Norfolk at the same time.

The Office of Naval Research (ONR) has stated that the use of force fields to make a ship and her crew invisible does not conform to known physical laws. ONR also claims that Dr. Albert Einstein's Unified Field Theory was never completed. During 1943-1944, Einstein was a part-time consultant with the Navy's Bureau of Ordnance, undertaking theoretical research on explosives and explosions. There is no indication that Einstein was involved in research relevant to invisibility or to teleportation. [View ONR's information sheet on the Philadelphia Experiment.](#)

The Philadelphia Experiment has also been called "Project Rainbow." A comprehensive search of the Archives has failed to identify records of a Project Rainbow relating to teleportation or making a ship disappear. In the 1940s, the code name RAINBOW was used to refer to the Rome-Berlin-Tokyo Axis. The RAINBOW plans were the war plans to defeat Italy, Germany and Japan. RAINBOW V, the plan in effect on 7 December 1941 when Japan attacked Pearl Harbor, was the plan the U.S. used to fight the Axis powers.

Some researchers have erroneously concluded that degaussing has a connection with making an object invisible. Degaussing is a process in which a system of electrical cables are installed around the circumference of ship's hull, running from bow to stern on both sides. A measured electrical current is passed through these cables to cancel out the ship's magnetic field. Degaussing equipment was installed in the hull of Navy ships and could be turned on whenever the ship was in waters that might contain magnetic mines, usually shallow waters in combat areas. It could be said that degaussing, correctly done, makes a ship "invisible" to the sensors of magnetic mines, but the ship remains visible to the human eye, radar, and underwater listening devices.

After many years of searching, the staff of the Archives and independent researchers have not located any official documents that support the assertion that an invisibility or teleportation experiment involving a Navy ship occurred at Philadelphia or any other location.

[END]

From <<https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/p/philadelphia-experiment.html>>

Philadelphia Experiment: Office of Naval Research Information Sheet

Related resources: [Philadelphia Experiment](#)

DEPARTMENT OF THE NAVY

OFFICE OF NAVAL RESEARCH

ARLINGTON, VIRGINIA 22217

Information Sheet: Philadelphia Experiment

Over the years, the Navy has received innumerable queries about the so-called "Philadelphia Experiment" or "Project" and the alleged role of the Office of Naval Research (ONR) in it. The majority of these inquiries are directed to the Office of Naval Research or to the Fourth Naval District in Philadelphia. The frequency of these queries predictably intensifies each time the experiment is mentioned by the popular press, often in a science fiction book.

The genesis of the Philadelphia Experiment myth dates back to 1955 with the publication of *The Case for UFO's* by the late Morris K. Jessup.

Some time after the publication of the book, Jessup received correspondence from a Carlos Miquel Allende, who gave his address as R.D. #1, Box 223, New Kensington, Pa. In his correspondence, Allende commented on Jessup's book and gave details of an alleged secret naval experiment conducted by the Navy in Philadelphia in 1943. During the experiment, according to Allende, a ship was rendered invisible and teleported to and from Norfolk in a few minutes, with some terrible after-effects for crew members.

Supposedly, this incredible feat was accomplished by applying Einstein's "unified field" theory. Allende claimed that he had witnessed the experiment from another ship and that the incident was reported in a Philadelphia newspaper. The identity of the newspaper has never been established. Similarly, the identity of Allende is unknown, and no information exists on his present address.

In 1956 a copy of Jessup's book was mailed anonymously to ONR. The pages of the book were interspersed with hand-written comments which alleged a knowledge of UFO's, their means of motion, the culture and ethos of the beings occupying these UFO's, described in pseudo-scientific and incoherent terms.

Two officers, then assigned to ONR, took a personal interest in the book and showed it to Jessup. Jessup concluded that the writer of those comments on his book was the same person who had written him about the Philadelphia Experiment. These two officers personally had the book retyped and arranged for the reprint, in typewritten form, of 25 copies. The officers and their personal belongings have left ONR many years ago, and ONR does not have a file copy of the annotated book.

Personnel at the Fourth Naval District believe that the questions surrounding the so-called "Philadelphia Experiment" arise from quite routine research which occurred during World War II at the Philadelphia Naval Shipyard. Until recently, it was believed that the foundation for the apocryphal stories arose from degaussing experiments which have the effect of making a ship undetectable or "invisible" to magnetic mines. Another likely genesis of the bizarre stories about levitation, teleportation and effects on human crew members might be attributed to experiments with the generating plant of a destroyer, the *USS Timmerman*. In the 1950's this ship was part of an experiment to test the effects of a small, high-frequency generator providing 1,000Hz instead of the standard 400Hz. The higher frequency generator produced corona discharges, and other well known phenomena associated with high frequency generators. None of the crew suffered effects from the experiment.

ONR has never conducted any investigations on invisibility, either in 1943 or at any other time (ONR was established in 1946.) In view of present scientific knowledge, ONR scientists do not believe that such an experiment could be possible except in the realm of science fiction.

08 September 1996

From <<https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/p/philadelphia-experiment-onr-info-sheet.html>>

Project Rainbow

Tuesday, April 6, 2021 9:41 AM

Was There a Project Rainbow?

Project Rainbow was allegedly an experiment conducted upon a small destroyer escort ship during World War II, both in the Philadelphia Naval Yard and at sea; the goal was to make that ship invisible to enemy detection. The accounts vary as to whether the original idea was to achieve invisibility to enemy radar or whether the prize sought after was more profound: optical invisibility. Either way, it is commonly believed that the mechanism involved was the generation of an incredibly intense magnetic field around the ship, which would cause refraction or bending of light or radar waves around the ship, much like a mirage created by heated air over a road on a summer day. The legend goes on to say that the experiment was a complete success... except that the ship actually disappeared physically for a time, and then returned. They wanted to "cloak" the ship from view, but they got dematerialization and teleportation instead.

In Search For The Project Name

"Do you recall what the code name of this project might of been?" William Moore asks "Dr. Rinehart" (a name chosen by Moore to hide his identity) "...some where in the back of my mind I seem to want to associate the terms 'Rainbow' or 'Mirage' with it." – Dr. Rinehart [1]

While trying to locate the terms Dr. Rinehart associated to the project, the following appeared in the Inter-Services Code-Word Index (Issued under the authority of the Inner-Services Security Board, War Office.) It lists in its September 1st, 1941 edition a Project named "RAINBOW" Ciphering # 7470, Block #343.

"A comprehensive search of the Archives has failed to identify records of a Project Rainbow relating to teleportation or making a ship disappear. In the 1940s, the code name RAINBOW was used to refer to the Rome-Berlin-Tokyo Axis. The RAINBOW plans were the war plans to defeat Italy, Germany, and Japan. RAINBOW V, the plan in effect on 7 December 1941 when Japan attacked Pearl Harbor, was the plan the U.S. used to fight the Axis powers." – Department of the Navy/Naval Historical Center [2]

The "Official" Project Rainbow(s)

RAINBOW was a term applied to the collection of war plans developed prior to World War II (each of which was named with a color); RAINBOW 5 was published in October 1941. ORANGE plan within the RAINBOW matrix for unilateral conflict between the United States and Japan; ORANGE 1 was approved in 1938, ORANGE 3 in April 1941 [3] more on these plans can be found on this [wikipedia](#) article.

"Project RAINBOW" was also the code name given by the CIA to a research project aimed at reducing the radar cross-section of the Lockheed U-2 and lowering the chance that it would be detected and tracked by Soviet radars during its overflights of the USSR. However, the Soviets continued to track the U-2 flights in spite of experimentation with various technological fixes.

Interestingly a declassified [CIA document](#) from Jan 2nd, 1958 (above) also states that the project involved the further study of Electromagnetic radiation in connection with Project Rainbow.

A Single Unnamed Source of a Possible Project Name?

So, in the end, the first mention of the project name was in an interview with William Moore by an unidentified person that thinks it may have been "Rainbow". Moore found a listing for "Rainbow" and considered it case closed. I wonder if he put the same effort into looking up "Mirage." overall the term "sketchy" comes to mind.

Never the less "Project Rainbow" has been associated with the Philadelphia Experiment ever since.

Project RAINBOW was the name given by the [CIA](#) to a research project aimed at reducing the [radar cross-section](#) of the [Lockheed U-2](#) and lowering the chance that it would be detected and tracked by Soviet radars during its overflights of the USSR. However, the Soviets continued to track the U-2 flights in spite of experimentation with various technological fixes.

From <https://en.wikipedia.org/wiki/Project_RAINBOW>

NO.	PATTERN	200	1980	RAINBOW	461
2411	QUADRANGLE	100	1045	RAINBOW	460
2412	QUADRANGLE	100	1045	RAYFILE	422
2413	QUADRANGLE	100	1045	RAYFILE	423
2414	QUADRANGLE	100	1045	RAYFILE	424
2415	QUADRANGLE	100	1045	RAYFILE	425
2416	QUADRANGLE	100	1045	RAYFILE	426
2417	QUADRANGLE	100	1045	RAYFILE	427
2418	QUADRANGLE	100	1045	RAYFILE	428
2419	QUADRANGLE	100	1045	RAYFILE	429
2420	QUADRANGLE	100	1045	RAYFILE	430
2421	QUADRANGLE	100	1045	RAYFILE	431
2422	QUADRANGLE	100	1045	RAYFILE	432
2423	QUADRANGLE	100	1045	RAYFILE	433
2424	QUADRANGLE	100	1045	RAYFILE	434
2425	QUADRANGLE	100	1045	RAYFILE	435
2426	QUADRANGLE	100	1045	RAYFILE	436
2427	QUADRANGLE	100	1045	RAYFILE	437
2428	QUADRANGLE	100	1045	RAYFILE	438
2429	QUADRANGLE	100	1045	RAYFILE	439
2430	QUADRANGLE	100	1045	RAYFILE	440
2431	QUADRANGLE	100	1045	RAYFILE	441
2432	QUADRANGLE	100	1045	RAYFILE	442
2433	QUADRANGLE	100	1045	RAYFILE	443
2434	QUADRANGLE	100	1045	RAYFILE	444
2435	QUADRANGLE	100	1045	RAYFILE	445
2436	QUADRANGLE	100	1045	RAYFILE	446
2437	QUADRANGLE	100	1045	RAYFILE	447
2438	QUADRANGLE	100	1045	RAYFILE	448
2439	QUADRANGLE	100	1045	RAYFILE	449
2440	QUADRANGLE	100	1045	RAYFILE	450
2441	QUADRANGLE	100	1045	RAYFILE	451
2442	QUADRANGLE	100	1045	RAYFILE	452
2443	QUADRANGLE	100	1045	RAYFILE	453
2444	QUADRANGLE	100	1045	RAYFILE	454
2445	QUADRANGLE	100	1045	RAYFILE	455
2446	QUADRANGLE	100	1045	RAYFILE	456
2447	QUADRANGLE	100	1045	RAYFILE	457
2448	QUADRANGLE	100	1045	RAYFILE	458
2449	QUADRANGLE	100	1045	RAYFILE	459
2450	QUADRANGLE	100	1045	RAYFILE	460
2451	QUADRANGLE	100	1045	RAYFILE	461
2452	QUADRANGLE	100	1045	RAYFILE	462
2453	QUADRANGLE	100	1045	RAYFILE	463
2454	QUADRANGLE	100	1045	RAYFILE	464
2455	QUADRANGLE	100	1045	RAYFILE	465
2456	QUADRANGLE	100	1045	RAYFILE	466
2457	QUADRANGLE	100	1045	RAYFILE	467
2458	QUADRANGLE	100	1045	RAYFILE	468
2459	QUADRANGLE	100	1045	RAYFILE	469
2460	QUADRANGLE	100	1045	RAYFILE	470
2461	QUADRANGLE	100	1045	RAYFILE	471
2462	QUADRANGLE	100	1045	RAYFILE	472
2463	QUADRANGLE	100	1045	RAYFILE	473
2464	QUADRANGLE	100	1045	RAYFILE	474
2465	QUADRANGLE	100	1045	RAYFILE	475
2466	QUADRANGLE	100	1045	RAYFILE	476
2467	QUADRANGLE	100	1045	RAYFILE	477
2468	QUADRANGLE	100	1045	RAYFILE	478
2469	QUADRANGLE	100	1045	RAYFILE	479
2470	QUADRANGLE	100	1045	RAYFILE	480
2471	QUADRANGLE	100	1045	RAYFILE	481
2472	QUADRANGLE	100	1045	RAYFILE	482
2473	QUADRANGLE	100	1045	RAYFILE	483
2474	QUADRANGLE	100	1045	RAYFILE	484
2475	QUADRANGLE	100	1045	RAYFILE	485
2476	QUADRANGLE	100	1045	RAYFILE	486
2477	QUADRANGLE	100	1045	RAYFILE	487
2478	QUADRANGLE	100	1045	RAYFILE	488
2479	QUADRANGLE	100	1045	RAYFILE	489
2480	QUADRANGLE	100	1045	RAYFILE	490
2481	QUADRANGLE	100	1045	RAYFILE	491
2482	QUADRANGLE	100	1045	RAYFILE	492
2483	QUADRANGLE	100	1045	RAYFILE	493
2484	QUADRANGLE	100	1045	RAYFILE	494
2485	QUADRANGLE	100	1045	RAYFILE	495
2486	QUADRANGLE	100	1045	RAYFILE	496
2487	QUADRANGLE	100	1045	RAYFILE	497
2488	QUADRANGLE	100	1045	RAYFILE	498
2489	QUADRANGLE	100	1045	RAYFILE	499
2490	QUADRANGLE	100	1045	RAYFILE	500
2491	QUADRANGLE	100	1045	RAYFILE	501
2492	QUADRANGLE	100	1045	RAYFILE	502
2493	QUADRANGLE	100	1045	RAYFILE	503
2494	QUADRANGLE	100	1045	RAYFILE	504
2495	QUADRANGLE	100	1045	RAYFILE	505
2496	QUADRANGLE	100	1045	RAYFILE	506
2497	QUADRANGLE	100	1045	RAYFILE	507
2498	QUADRANGLE	100	1045	RAYFILE	508
2499	QUADRANGLE	100	1045	RAYFILE	509
2500	QUADRANGLE	100	1045	RAYFILE	510
2501	QUADRANGLE	100	1045	RAYFILE	511
2502	QUADRANGLE	100	1045	RAYFILE	512
2503	QUADRANGLE	100	1045	RAYFILE	513
2504	QUADRANGLE	100	1045	RAYFILE	514
2505	QUADRANGLE	100	1045	RAYFILE	515
2506	QUADRANGLE	100	1045	RAYFILE	516
2507	QUADRANGLE	100	1045	RAYFILE	517
2508	QUADRANGLE	100	1045	RAYFILE	518
2509	QUADRANGLE	100	1045	RAYFILE	519
2510	QUADRANGLE	100	1045	RAYFILE	520
2511	QUADRANGLE	100	1045	RAYFILE	521
2512	QUADRANGLE	100	1045	RAYFILE	522
2513	QUADRANGLE	100	1045	RAYFILE	523
2514	QUADRANGLE	100	1045	RAYFILE	524
2515	QUADRANGLE	100	1045	RAYFILE	525
2516	QUADRANGLE	100	1045	RAYFILE	526
2517	QUADRANGLE	100	1045	RAYFILE	527
2518	QUADRANGLE	100	1045	RAYFILE	528
2519	QUADRANGLE	100	1045	RAYFILE	529
2520	QUADRANGLE	100	1045	RAYFILE	530
2521	QUADRANGLE	100	1045	RAYFILE	531
2522	QUADRANGLE	100	1045	RAYFILE	532
2523	QUADRANGLE	100	1045	RAYFILE	533
2524	QUADRANGLE	100	1045	RAYFILE	534
2525	QUADRANGLE	100	1045	RAYFILE	535
2526	QUADRANGLE	100	1045	RAYFILE	536
2527	QUADRANGLE	100	1045	RAYFILE	537
2528	QUADRANGLE	100	1045	RAYFILE	538
2529	QUADRANGLE	100	1045	RAYFILE	539
2530	QUADRANGLE	100	1045	RAYFILE	540
2531	QUADRANGLE	100	1045	RAYFILE	541
2532	QUADRANGLE	100	1045	RAYFILE	542
2533	QUADRANGLE	100	1045	RAYFILE	543
2534	QUADRANGLE	100	1045	RAYFILE	544
2535	QUADRANGLE	100	1045	RAYFILE	545
2536	QUADRANGLE	100	1045	RAYFILE	546
2537	QUADRANGLE	100	1045	RAYFILE	547
2538	QUADRANGLE	100	1045	RAYFILE	548
2539	QUADRANGLE	100	1045	RAYFILE	549
2540	QUADRANGLE	100	1045	RAYFILE	550
2541	QUADRANGLE	100	1045	RAYFILE	551
2542	QUADRANGLE	100	1045	RAYFILE	552
2543	QUADRANGLE	100	1045	RAYFILE	553
2544	QUADRANGLE	100	1045	RAYFILE	554
2545	QUADRANGLE	100	1045	RAYFILE	555
2546	QUADRANGLE	100	1045	RAYFILE	556
2547	QUADRANGLE	100	1045	RAYFILE	557
2548	QUADRANGLE	100	1045	RAYFILE	558
2549	QUADRANGLE	100	1045	RAYFILE	559
2550	QUADRANGLE	100	1045	RAYFILE	560
2551	QUADRANGLE	100	1045	RAYFILE	561
2552	QUADRANGLE	100	1045	RAYFILE	562
2553	QUADRANGLE	100	1045	RAYFILE	563
2554	QUADRANGLE	100	1045	RAYFILE	564
2555	QUADRANGLE	100	1045	RAYFILE	565
2556	QUADRANGLE	100	1045	RAYFILE	566
2557	QUADRANGLE	100	1045	RAYFILE	567
2558	QUADRANGLE	100	1045	RAYFILE	568
2559	QUADRANGLE	100	1045	RAYFILE	569
2560	QUADRANGLE	100	1045	RAYFILE	570
2561	QUADRANGLE	100	1045	RAYFILE	571
2562	QUADRANGLE	100	1045	RAYFILE	572
2563	QUADRANGLE	100	1045	RAYFILE	573
2564	QUADRANGLE	100	1045	RAYFILE	574
2565	QUADRANGLE	100	1045	RAYFILE	575
2566	QUADRANGLE	100	1045	RAYFILE	576
2567	QUADRANGLE	100	1045	RAYFILE	577
2568	QUADRANGLE	100	1045	RAYFILE	578
2569	QUADRANGLE	100	1045	RAYFILE	579
2570	QUADRANGLE	100	1045	RAYFILE	580
2571	QUADRANGLE	100	1045	RAYFILE	581
2572	QUADRANGLE	100	1045	RAYFILE	582
2573	QUADRANGLE	100	1045	RAYFILE	583
2574	QUADRANGLE	100	1045	RAYFILE	584
2575	QUADRANGLE	100	1045	RAYFILE	585
2576	QUADRANGLE	100	1045	RAYFILE	586
2577	QUADRANGLE	100	1045	RAYFILE	587
2578	QUADRANGLE	100	1045	RAYFILE	588
2579	QUADRANGLE	100	1045	RAYFILE	589
2580	QUADRANGLE	100	1045	RAYFILE	590
2581	QUADRANGLE	100	1045	RAYFILE	591
2582	QUADRANGLE	100	1045	RAYFILE	592
2583	QUADRANGLE	100	1045	RAYFILE	593
2584	QUADRANGLE	100	1045	RAYFILE	594
2585	QUADRANGLE	100	1045	RAYFILE	595
2586	QUADRANGLE	100	1045	RAYFILE	596
2587	QUADRANGLE	100	1045	RAYFILE	597
2588	QUADRANGLE	100	1045	RAYFILE	598
2589	QUADRANGLE	100	1045	RAYFILE	

Publication History

Sunday, April 11, 2021 12:39 PM

- 1955 Morris Publishes "*The Case for the UFO*"
 - *Receives letters from Allende* Claiming Secret Experiments at the Shipyard
- 1958 ONR receives a marked up copy of "*The Case for the UFO*" and publishes a new edition (with the mark up) called the "Varo" edition
- 1965 Gaddis publishes "*Invisible Horizons: True Mysteries of the Sea*" which makes references to the Varo edition
- 1976 Berlitz publishes "*The Philadelphia Experiment – Project Invisibility*" claiming it to be a factual account
- 1984 The movie "The Philadelphia Experiment" is released.

Crazy Board

Wednesday, April 7, 2021 7:51 P

